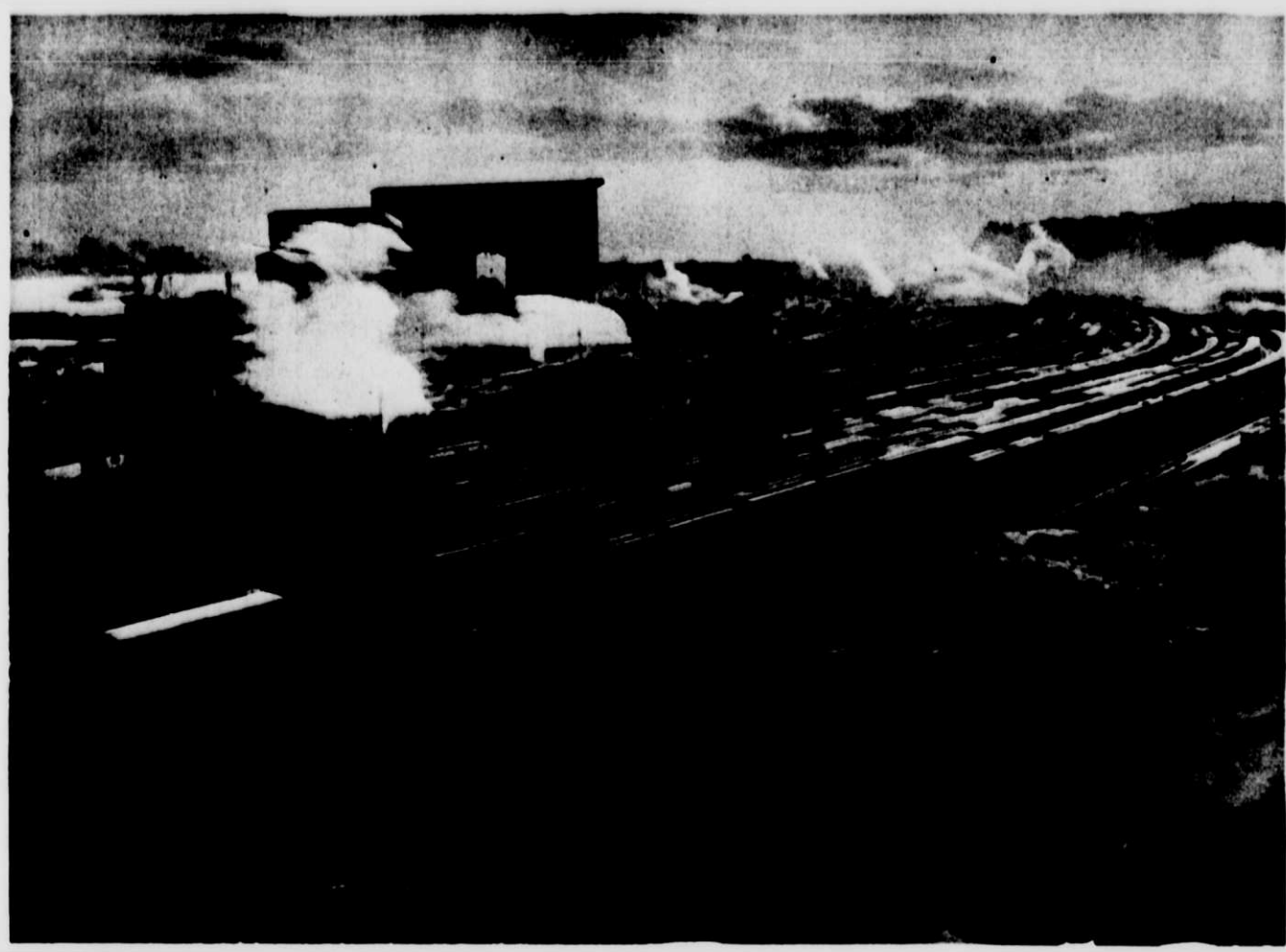


WAR OVERTAXES NEW YORK'S FREIGHT HANDLING FACILITIES



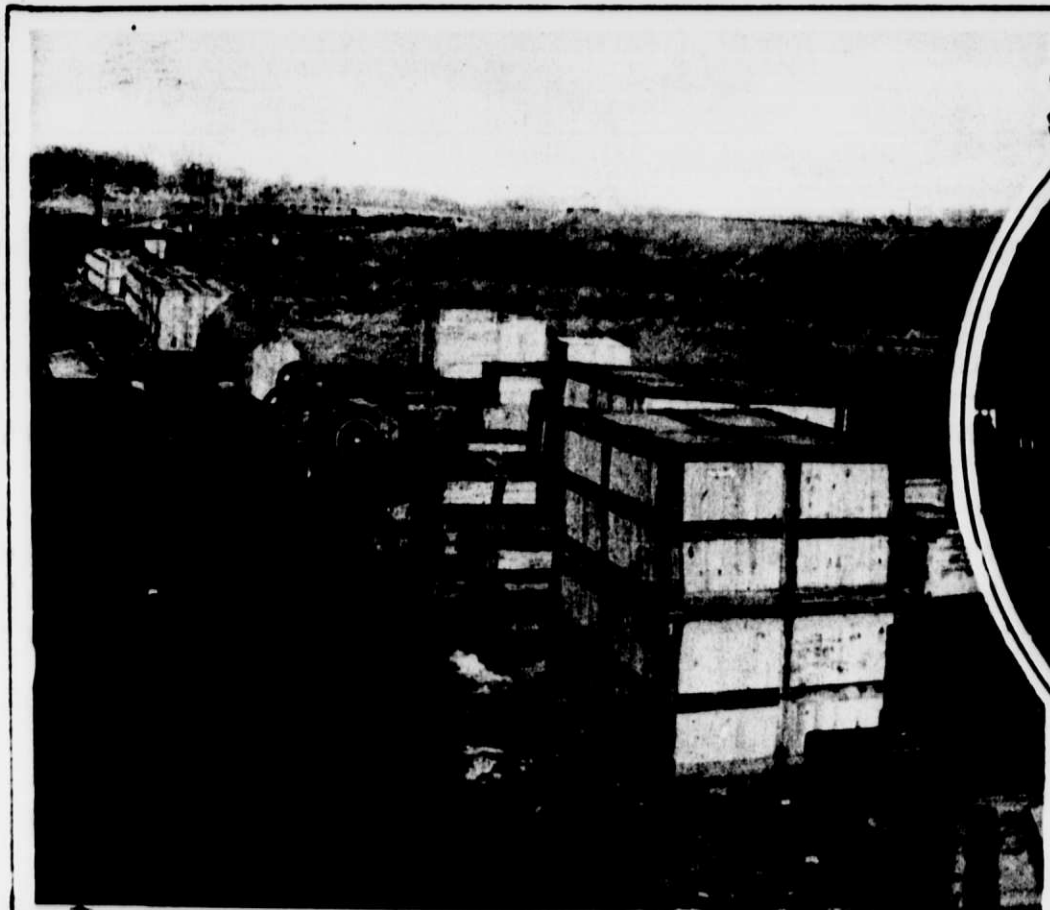
In this Weehawken terminal the through trains are broken up. Cars loaded with urgent freight are sent to nearby yards for quick delivery. Others are shunted on to remote sidings. It is reported that almost all available storage space on spurs and in yards and sidings between New York and Chicago is jammed with "dead" or loaded cars.



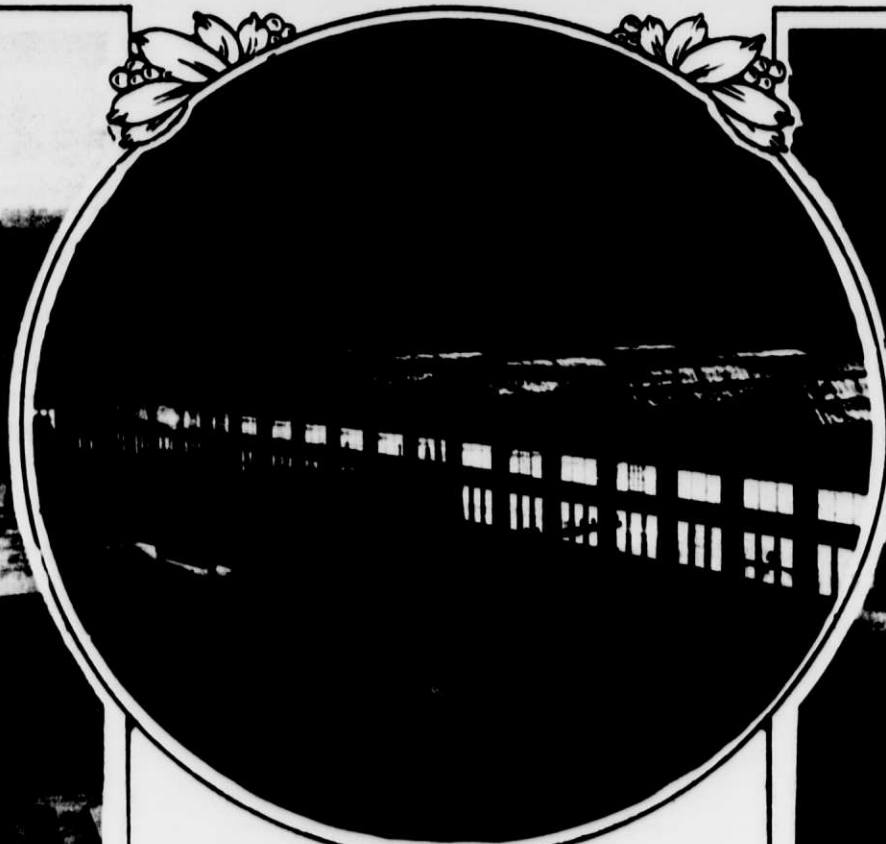
Scarcity of ocean tonnage is directly responsible for the congestion shown above. Lighters and car floats are warped alongside a ship and their cargoes exchanged. Then an order comes to give space to urgent munitions and the materials are thrown back on the lighters to await the arrival of another vessel.



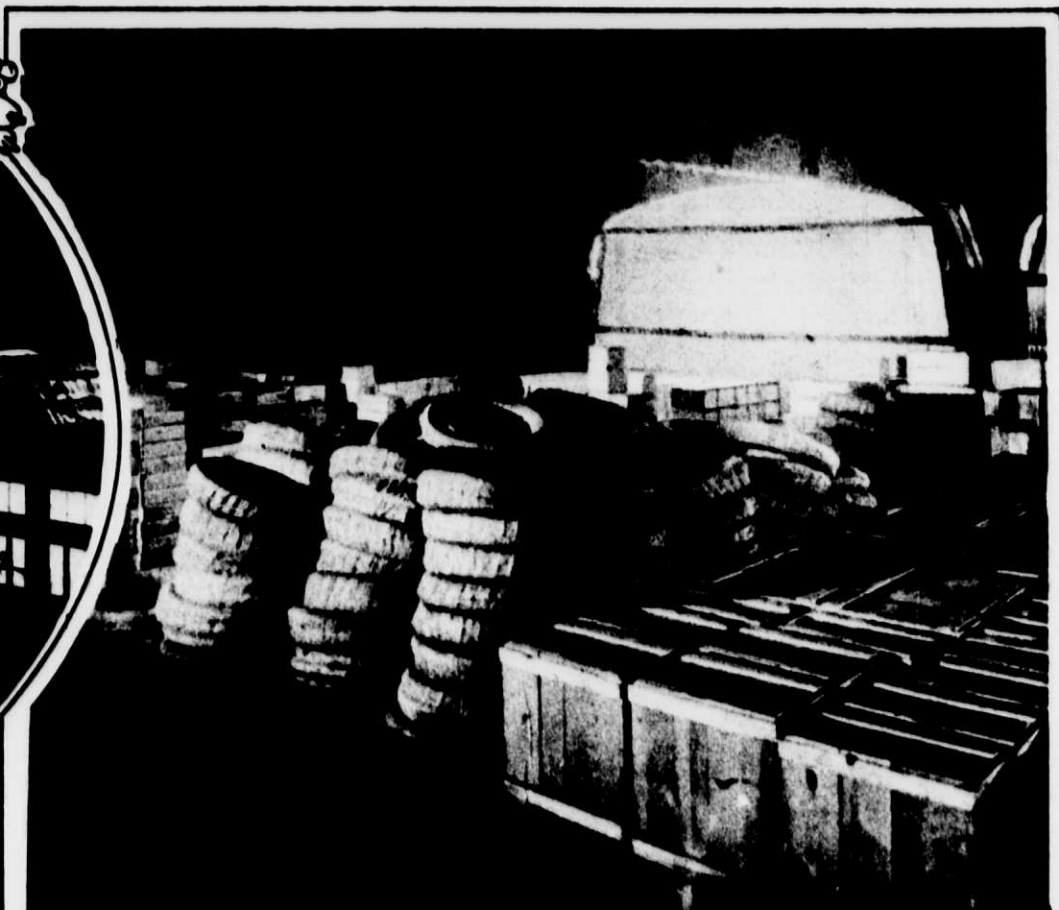
Never have there been so many trucks on West street, the main artery for export freight in New York. Motor trucks and horse drawn vehicles crowd the wide thoroughfare from early morning until night and sometimes even during the night.



This shows the frantic effort on the part of the railroads to conserve their equipment and handle the business which the war has found them unprepared to meet. Railroad supplies, automobiles, locomotive parts and iron and steel manufactures are dumped on the Jersey meadows to release the badly needed cars.



One of the factories at Hastings-on-the-Hudson going full blast at midnight. This additional production adds its quota to the congestion at seaport delivery points.



Storage piers have long since failed to hold the overflow of freight which is flooding into New York in record breaking quantities. When the steamship piers could no longer handle the excess the crates and boxes were piled up in available places such as this recreation pier at Fifth street and the North River.